

2050 Metro Vision Regional Transportation Plan

BOULDER COUNTY TRANSPORTATION FORUM
FEBRUARY 18, 2021

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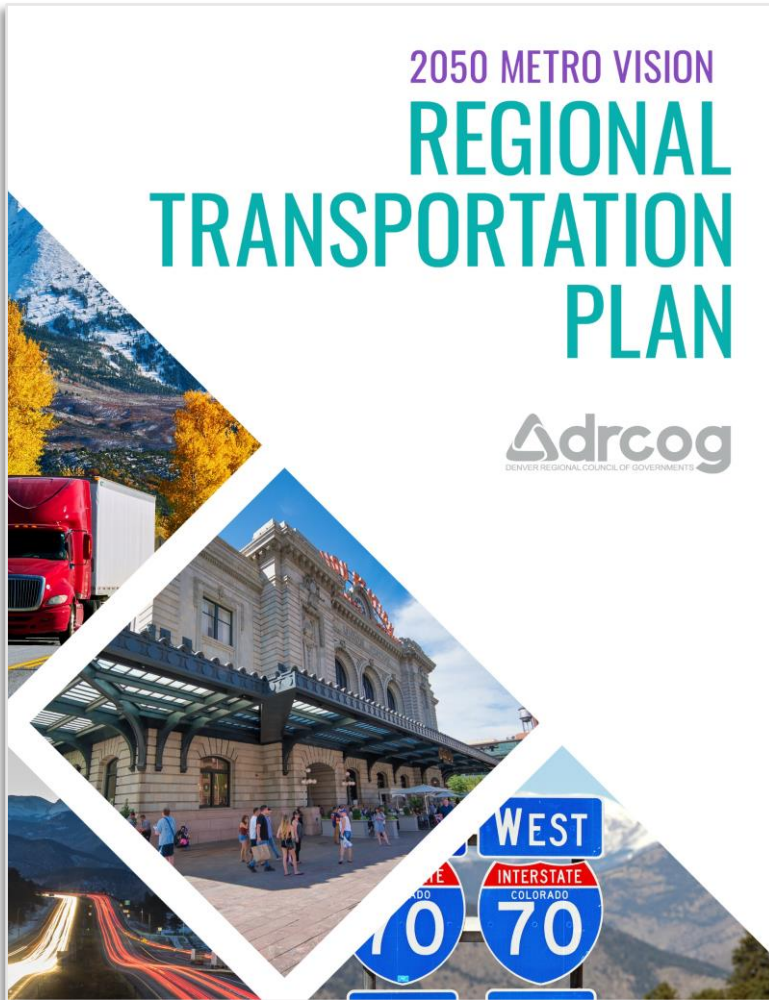
BACKGROUND

A growing region



DATA SOURCE: STATE DEMOGRAPHY OFFICE

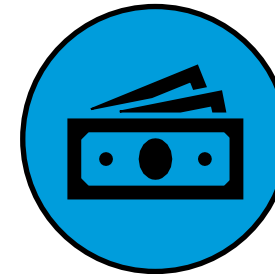
Why do we have an RTP?



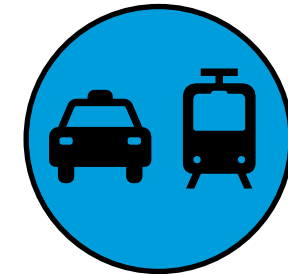
Region's multimodal vision



Fiscally-constrained (what's feasible)



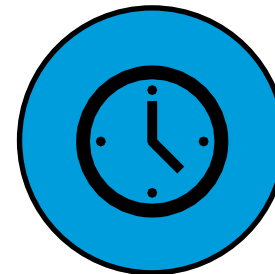
TIP funding for road & transit projects



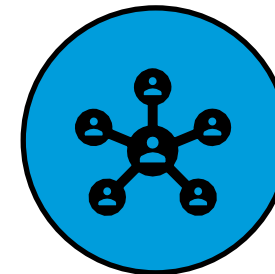
Implements Metro Vision



Updated frequently (every 4 years)



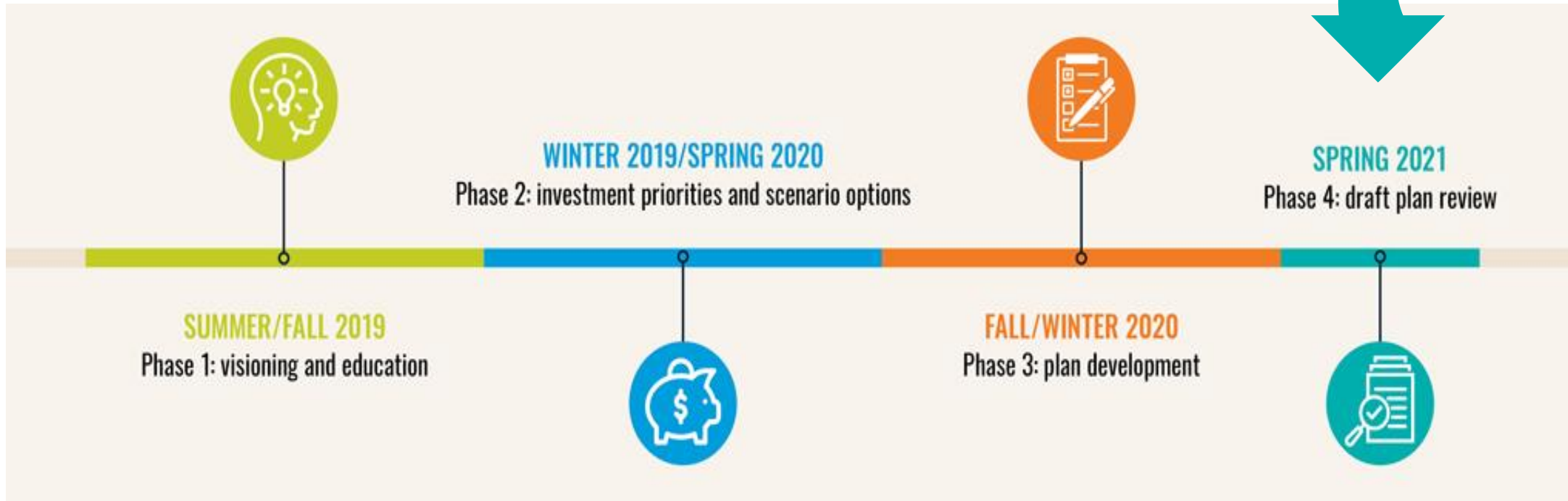
Developed with partners



Federally required (MPO function)



Project schedule: draft plan review



What we heard: themes of public engagement



- Invest in transit, sidewalks/bike paths, safety
- Less interest in funding new roads/highways
- Reduce greenhouse gas emissions/vehicle miles traveled



survey



pop-up
events



scenario
budget
activity



advisory
groups



photo
contest



virtual open
houses

+ more

Stakeholder engagement



- **County transportation forums**
- **CDOT**
- **RTD**
- **Local governments**
- **DRCOG**
 - **Transportation Advisory Committee**
 - **Regional Transportation Committee**
 - **Board of Directors**



What we heard: themes of stakeholder engagement



- **Multimodal projects with regional benefit**
- **County forums' candidate project rankings**
- **Geographic balance and social equity**
- **Reduce greenhouse gas emissions (HB-1261)**

Included in the plan



- **Public and stakeholder engagement**
- **Profile, operation, and impacts of the transportation system**
- **Financial plan and major projects included in the plan**
- **Performance measures and outcomes**
- **Environmental and equity analysis**
- **Small area forecasts and scenario planning**
- **Air quality documents**
- **Other materials addressing safety, active transportation, transit freight, technology, financial plan, performance, and other topics**



HIGHLIGHTS OF THE PLAN

Project and program investment priorities

Multimodal mobility

Provide more ways to travel by car, bus, bicycle, and foot.

Freight

Maintain efficient movement of goods within & beyond the region.

Active transportation

Expand travel options for vulnerable and underserved transportation users.

Safety

Increase the safety for all users of the transportation system.

Air quality

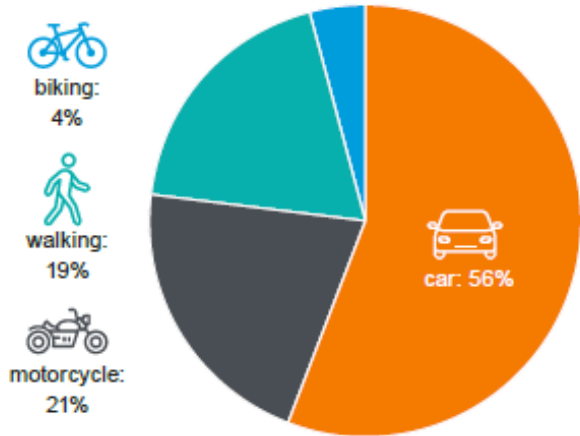
Improve air quality and reduce greenhouse gas emissions.

Regional transit

Expand the region's rapid transit network.



Percent of all fatal crashes by travel mode (2013-2017)



- US-85 (\$6.2m)
- US-36/28th and SH-93/Broadway (\$15.2M)
- US-36 (\$20M)
- SH-42 (\$50M)



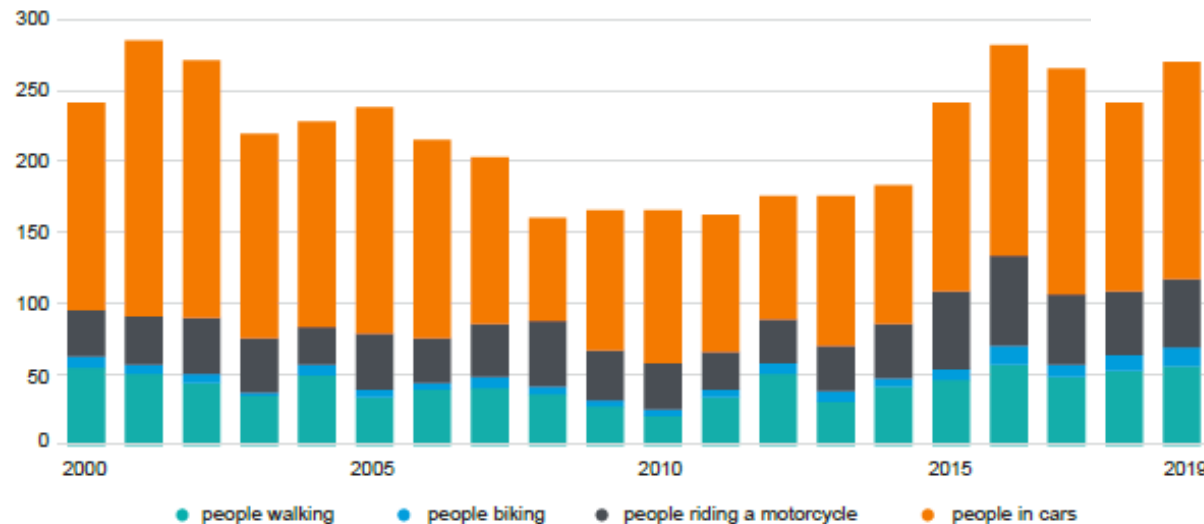
\$465M

in 2050 RTP projects dedicated to safety improvements

0

goal for Vision Zero traffic fatalities

Number of fatalities by travel mode (2000-2019)



\$313M

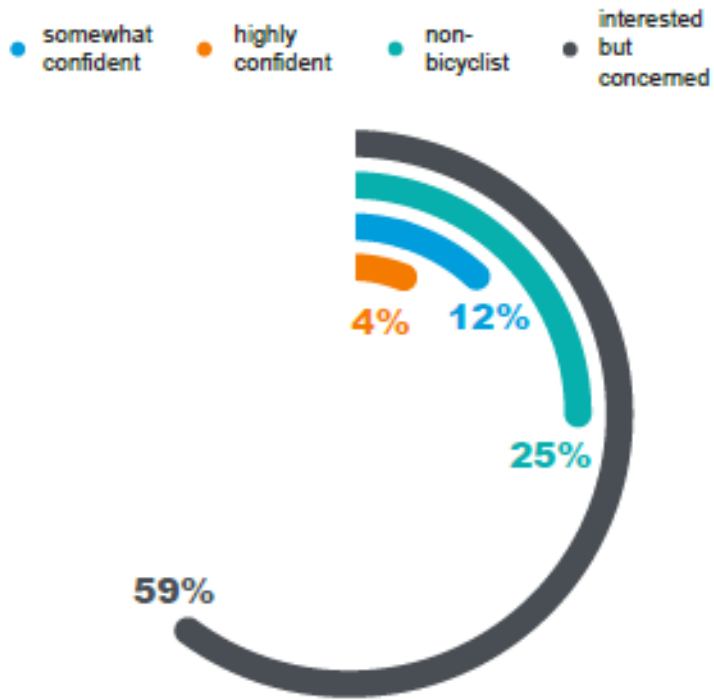
for 11 safety projects

\$152M

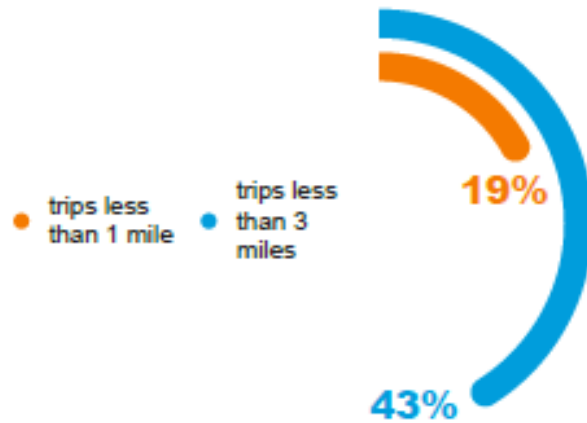
for safety program

Active transportation

Types of bicyclists in the Denver region



Travel trends: short trips



- St. Vrain Greenway (\$4M)
- RTD Rail Trail (\$6M)
- McCaslin Regional Trail (\$3M)
- Clear Creek Greenway (\$50M)
- S. Platte River Trail (\$50M)

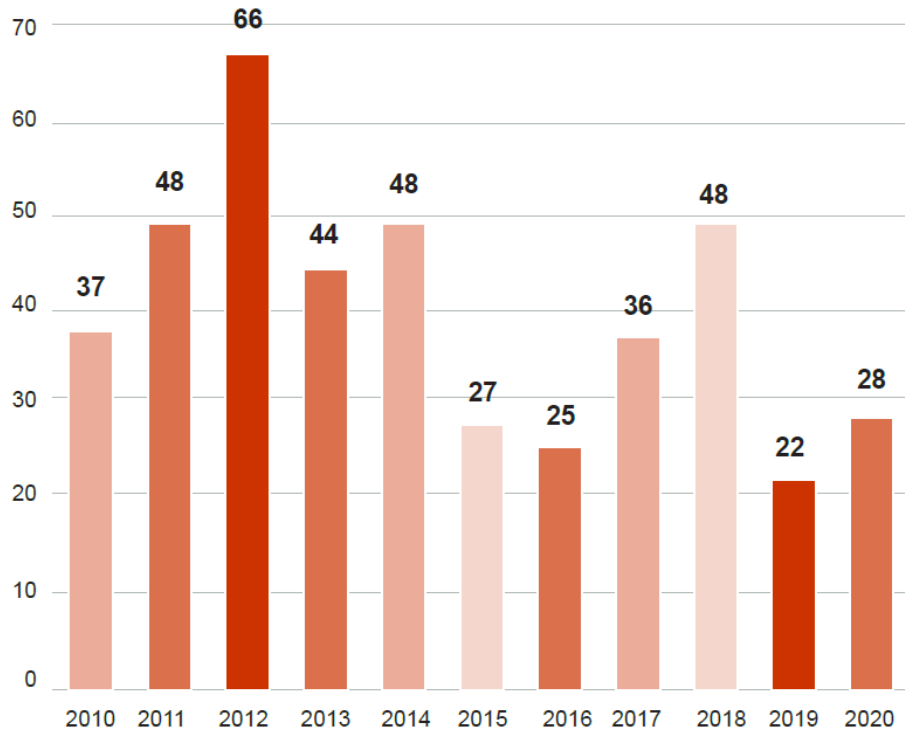


\$180M
in 2050 RTP projects specifically dedicated to active transportation

7
Active transportation projects, plus:

\$31M
set aside for other bicycle and pedestrian improvements

Figure 4.12: Average number of bad ozone days



34%
reduced per capita
greenhouse gas
emissions with the
2050 RTP by 2050
compared to
2020 levels



\$3B
in transit, active
transportation and
freight projects to
reduce emissions

- Air quality conformity is for regional system, not individual projects
- **2050 MVRTP passed all emission budget tests**



Multimodal mobility

How well does the system serve the region's needs?

On an average weekday in 2019



- SH-66 (\$60M)
- SH-93 (\$200M)
- SH-52 (\$20M)
- I-25 North (\$350M)
- US-287/120th (\$15M)



12,700
fewer driver trips forecast with the 2050 RTP compared to the future trend without the 2050 RTP (weekday)



25%
improvement in congested vehicle travel compared to the future trend without the 2050 RTP

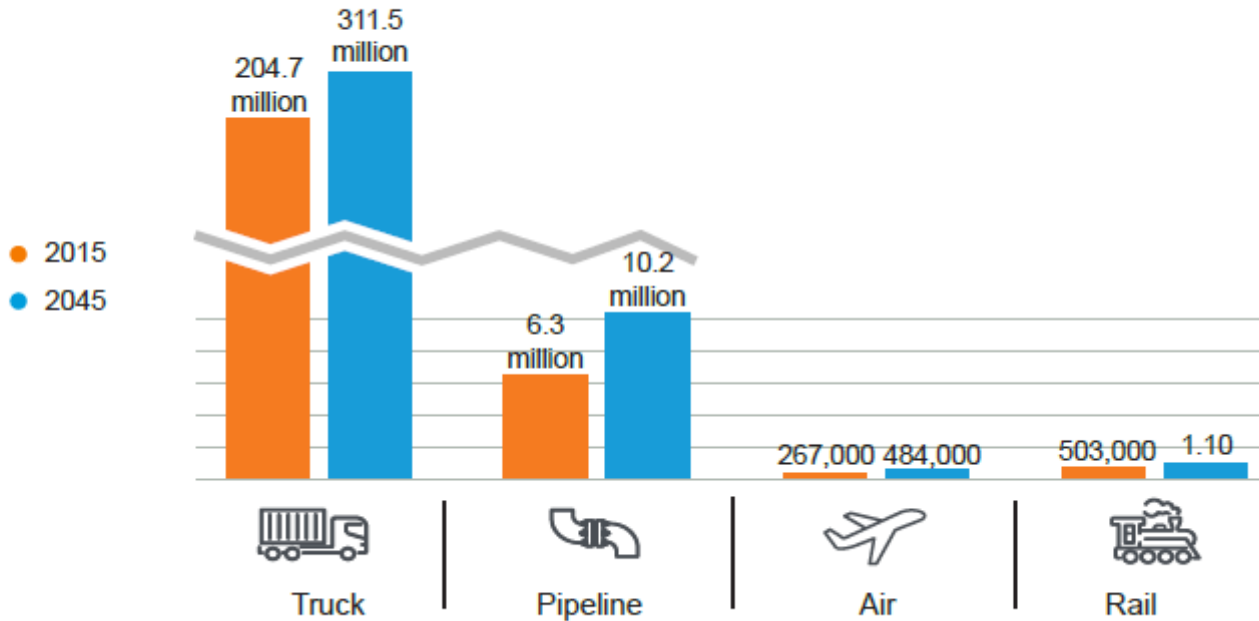


\$7.5B
invested in the 68 multimodal projects and programs



68
multimodal projects and programs

Tonnage of goods by primary mode (2015 to 2045)



20%
fewer vehicle hours of delay forecast with the 2050 RTP compared to future trend without the 2050 RTP



\$220M
in 2050 RTP projects specifically dedicated to freight



4
freight projects and programs in the 2050 RTP plan, plus:



\$76M
set aside for other freight improvements



574 freight railroad-roadway crossings



Trucks carry over 90% of total goods by tonnage.

- Peoria St Bridge (\$19M)
- Alameda Pkwy Bridge (\$20M)
- 47th/48th Ave Bridge (\$45.2M)
- Ward Rd/BNSF Bridge (\$60M)



Regional transit



374,000

transit trips are forecast in 2050,
an increase from 229,000 in 2020



60%

of people in 2050 are forecast
to have good access to jobs via
public transit



78%

of people in low-income and
minority areas in 2050 are
forecast to have good access to
jobs via public transit



\$2.7B

invested in 20 transit projects



146 miles

of new bus rapid transit projects



10%

higher transit ridership compared to
future trend without the 2050 RTP

- NW Rail Peak Service Plan (**\$700M**)
- SH-119 BRT (**\$350M**)
- US-287 Corridor Planning (**\$200M**)
- SH-7 Corridor Planning (**\$100M**)
- RTD Bus Maintenance Facility (**\$50M**)
- Regional Mobility Hubs (**\$200M**)



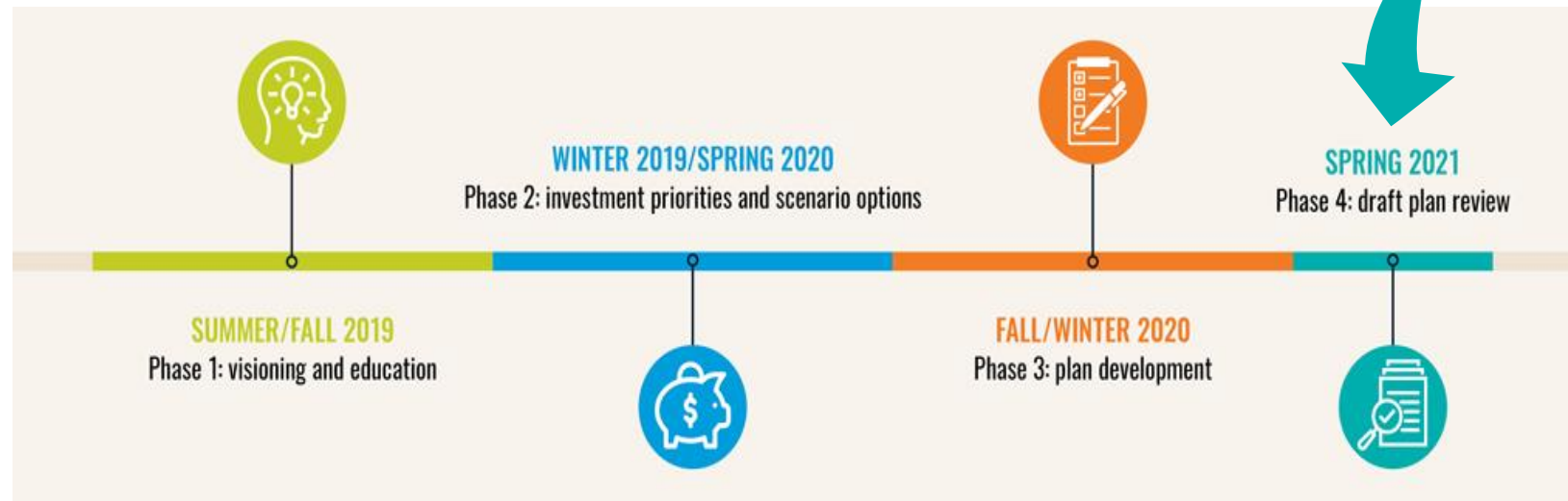
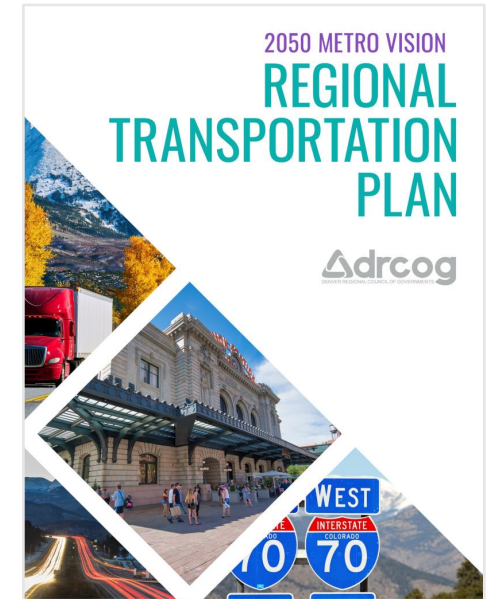


HOW TO GIVE INPUT

We need to hear from you!



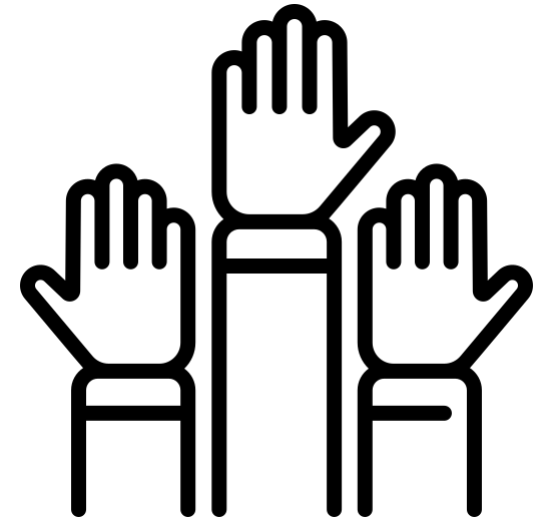
- Draft plan released February 12th
- <https://drcog.mysocialpinpoint.com/2050-rtp>
- Please help spread the word to your contacts



We need to hear from you!



- **Online on-demand open house**
 - Surveys and discussion boards
- **Virtual public meetings late Feb/early March**
 - More Q&A with DRCOG planners
- **Interactive map**
 - Explore projects in detail
- **Public comment**
- **Public hearing on March 17th at 6:30 pm**





Thank you! Questions?

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